

by the Business, Transportation and Housing Agency (BTH) and the California Environmental Protection Agency, in partnership with transportation and goods movement industry representatives and stakeholders.

This document provides a vision for California's transportation system and explores major trends that will likely influence travel behavior and transportation decisions over the next 20-plus years. In the context of these future trends and challenges, it then provides goals, policies, and strategies to reach the vision.

Developing a statewide long-term transportation plan is an ongoing effort. The last CTP was developed in 1993 and updated in 1998 by the *Statewide Goods Movement Strategy*, the *Transportation System Performance Measures Report*, and the *Study of the Role of the State in Mass Transportation*. While the CTP 2025 incorporates strategies contained in the 1993 CTP and the 1998 updates, as appropriate, it also reflects the changing transportation environment. Most notably, the CTP reflects the shift in transportation planning and project selection responsibilities resulting from Senate Bill 45 (Chapter 622, Statutes of 1997).

SB 45 had significant impacts on the regional transportation planning and programming process. The statute delegated major planning decisions to the regional transportation planning agencies (RTPAs) requiring them to take a more active role in selecting and programming transportation projects and encouraged more decision-making through partnerships among stakeholders. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities; and required the development and implementation of transportation system performance measures.

State law and the California Transportation Commission (CTC) require metropolitan regional planning agencies to adopt a 20-year regional transportation plan (RTP) every three years, and rural agencies to adopt an RTP every four years (**see Appendix IX**). The CTP is developed in consultation with the State's 44 RTPAs and will provide guidance for developing future regional transportation plans.

Additionally, the CTP considers the findings and recommendations of numerous other focused transportation plans such as the California Aviation System Plan, Interregional Transportation Strategic Plan, Intelligent Transportation System strategic deployment plans, California State Rail Plan, High-Speed Rail Plan, Amtrak's California Passenger Rail System 20-Year Improvement Plan, California Blueprint for Bicycling and Walking, and the Ten-Year State Highway Operation and Protection Plan.

VISION FOR CALIFORNIA'S TRANSPORTATION SYSTEM

California faces many challenges and opportunities, including protecting our sensitive agricultural lands and natural environment while preserving our economic prosperity, and providing access to opportunities and a desirable quality of life for our rapidly growing population. Decisions must be made today to responsibly meet the transportation demands of the future.

Developing a universally accepted vision for our transportation system in a state as large and diverse as California is difficult. To accomplish this task the California Department of Transportation (Department), on behalf of the Secretary of Business, Transportation and Housing Agency, initiated a multi-faceted, statewide public participation program to gain input from our customers, partners, and stakeholders regarding the State's current and future transportation system. Included in this statewide outreach effort was a two-part customer survey, 54 focus groups, 3,200 completed telephone surveys, 24 workshops, comment cards, a brochure and questionnaire distributed in four languages, and a CTP website.

A draft CTP was developed based on the public's response and guidance received from a Policy Advisory Committee comprised of representatives from academia, RTPAs, cities, counties, key State agencies, and advocacy groups. The public was presented the draft CTP and asked, "Did we get it right?" This document reflects the results of that two-part public input effort. **Appendix IV** provides a detailed description of this effort and a summary of the comments and concerns received.

On a broad view, the public's comments and concerns are incorporated in the following vision for California's transportation system in 2025:

California has a safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity.

Key concepts are defined to enable the vision to be fully understood.

SUSTAINABLE means meeting the needs of the present without compromising the ability of future generations to meet their own needs. When applied to transportation, it means ensuring that environmental, social, and economic considerations are factored into decisions affecting transportation activity. By simultaneously considering the economy, equity, and environment when making decisions about transportation, we will be leaving a sustainable legacy for future Californians.

A sustainable transportation system is one that meets people's needs equitably, fosters a healthy environment, provides a broad, balanced system in which the private vehicle, and public transportation, bicycling, and walking are all viable options, and can be maintained and operated efficiently and effectively over time.

A sustainable transportation system is effectively inter-connected among jurisdictions and modes. It is comprised of many publicly and privately owned and operated transportation modes and supporting facilities designed to move people, goods, services, and information. Transportation facilities and modes include transit, bicycle, pedestrian, airports and seaports, ferries, pipelines, railways, roadways, and vehicles. The transportation system is integrally tied to the shape and vitality of California's communities, reflects those communities' values, and is supported by effective land use decisions.

MOBILITY is the ability to move people, goods, services, and information. Increasing capacity and improving system connectivity, management, and operation will result in increased mobility. Mobility can also be improved by effectively using all travel modes including privately and publicly owned vehicles; air, rail, transit and ferry services; and bicycling and walking.

ACCESSIBILITY is the ability of people to reach other people, goods, services, activities, destinations, and information. Access can be achieved by expanding the capacity, efficiency, and convenience of the transportation system and removing barriers to persons with disabilities. It can also be achieved by alternate methods, such as telecommuting, electronic business and government transactions, and through land use changes that reduce the distances between residences, employment, services, and points of entry to the transportation system.

COLLABORATION is included in both the vision and the guiding principles to emphasize its level of importance. Transportation planning and programming in California is a complex process shared among multiple public and private entities. It requires collaboration among transportation providers and governmental entities as well as community-based organizations, urban planners, developers, social, community, and emergency service providers, the environmental and business communities, permitting agencies, system users, and others. All of these voices must be heard and considered in order to achieve an integrated transportation system that promotes economic vitality and community goals.

PROSPEROUS ECONOMY means transportation decisions support a globally competitive economy and promote prosperity. Transportation decisions are made based on an analysis of the total benefits and long-term costs of transportation, including life cycle, environmental, social, and economic costs, and their immediate and cumulative impacts and efficiencies. Benefits include the improvement of the State's mobility and regional economic vitality, and coordination of development, land use, and environmental objectives. Additionally, the cost of maintaining, managing, and operating the existing system is considered before improving or expanding the system.

QUALITY ENVIRONMENT means that the transportation system is part of an enhanced, ecologically healthy environment, and is developed with appropriate safeguards to protect open space, agricultural and sensitive lands, critical habitats, wildlife, and water and air quality; to minimize noise and visual impacts; and to reduce emissions of greenhouse gases.

SOCIAL EQUITY in transportation has two components. The first is to ensure that no group receives disproportionate burdens or benefits from transportation investment decisions. The second is that the transportation system allows everyone "...to participate fully in society whether or not they own a car and regardless of age, ability, ethnicity, or income."² A transportation system designed to provide social equity ensures that low-income individuals, the young and elderly, persons with disabilities, and disadvantaged individuals in rural and urban areas have access to safe and reliable transportation.

² Alliance for a New Transportation Charter (Surface Transportation Policy Program), "Promotion of Social Equity and Livable Communities," www.antc.net.